

ABSTRACT

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FHWA*

Parsons, Inc. conducted a Phase I archaeological survey and architectural evaluation of portions of the proposed Milton Truck Route Bypass, along State Routes 5, 30 and 319, Sussex County, Delaware. The investigations were conducted for the Delaware Department of Transportation (DelDOT) and were performed in accordance with the requirements of the National Historic Preservation Act of 1966, as amended, the Advisory Council's Guidelines set forth in 36CFR800 for the Protection of Historical and Cultural Properties, the Delaware State Management Plans for Prehistoric Resources, and the Guidelines for Architectural and Archaeological Surveys in Delaware (Delaware State Historic Preservation Office 1993).

Phase I archaeological survey consisted of the excavation of 76 shovel test pits (STPs) in high probability areas likely to contain intact archaeological deposits. The STP interval varied depending on the probability of encountering historical and/or Native American archaeological resources. In addition to STPs, four 1 x 1 meter test units were excavated in areas where initial survey determined the presence of cultural material. Completion of Phase I archaeological investigation resulted in the recovery of 2,272 artifacts from 76 STPs, four test units, and surface collection. Historical artifacts were found in 39 STPs and in all four units. All of the artifacts from the STPs were recovered from the A horizon or the A/B soil interface. The majority of artifacts recovered from test units also were recovered from these horizons, with the exception of 82 artifacts recovered from one feature. Two features were encountered and consisted of a posthole and associated post mold, and one post mold from a driven post with no associated hole.

The Phase I archaeological survey resulted in the identification of four historical sites; no prehistoric sites were located. The distribution of artifacts indicated that the core of these sites lie outside the Area of Potential Effect (APE). Since the proposed DelDOT construction plans will not be impacting portions of the sites outside the APE, additional investigations of the sites is not recommended.

The architectural evaluation for the three residences (CRS #S-3527, S-3461, and S-9851) and two bridges (CRS #S-9849 and S-9850) was conducted by KCI Technologies and Parsons, Inc. Reconnaissance level surveys and assessments were conducted. Additionally, a comparative analysis of similar resources was undertaken and a determination of eligibility regarding the potential listing of the five resources was completed. Two residences (CRS #S-3461 and S-9851) and one bridge 3-918 (CRS #S-9850) are not recommended as potentially eligible for listing on the National Register of Historic Places (NRHP). The Draper/Bonk House (CRS #S-3527) is recommended as potentially eligible for listing on the NRHP because it is associated with the Draper family, a locally significant family whose relationship to Milton includes the ownership of the Draper Cannery (Criterion B). In addition, the Draper/Bonk House is a fine example of the Colonial Revival style and is further enhanced by its clinker brick cladding (Criterion C). Bridge 3-806 (CRS #S-9849) is recommended as potentially eligible for listing on the NRHP because although the resource does not represent the work of a master, its use of multiple arches in the parapet walls is a unique design feature for reinforced concrete box culverts in Delaware (Criterion C).